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25X1 REFERENCE: [REDACTED]

ATTACHMENT TO L-1365
28 JULY 1966
PAGE 1

IRON AND STEEL COMBINE
THAI NGUYEN, NORTH VIETNAM
2133N 10552E

25X1 [REDACTED]

1. SIGNIFICANCE:

THIS BRIEFING BOARD DEPICTS THE FABRICATION AREA AND SINTERING PLANT OF THE THAI NGUYEN IRON AND STEEL COMBINE.

2. LOCATION:

THE IRON AND STEEL COMBINE IS LOCATED APPROXIMATELY THREE NM SOUTH-SOUTHEAST OF THAI NGUYEN, NORTH VIETNAM.

3. BACKGROUND:

THE COMPLEX IS AN INCOMPLETE COKE, IRON, AND STEEL COMPLEX WITH NINE FUNCTIONAL AREAS CONTAINING ORE SINTERING FACILITIES, ONE COKE OVEN BATTERY, A COKE BY-PRODUCTS SECTION, THREE BLAST FURNACES, A TWO-STACK OPEN HEARTH FURNACE BUILDING, A ROLLING MILL UNDER CONSTRUCTION, A FABRICATION AREA, AND STORAGE/SUPPORT AND ADMINISTRATION AREAS. CONSTRUCTION HAS BEEN CONTINUOUS SINCE EARLY 1959 UNTIL THE PRESENT TIME.

25X1 PHOTOGRAPHY OF [REDACTED] REVEALED THE PLANT TO BE APPROXIMATELY
25X1 50 PERCENT COMPLETE. AS OF [REDACTED] THE COMPLEX APPEARED ESSENTIALLY
25X1 COMPLETE WITH THE EXCEPTION OF THE ROLLING MILL AND THE OPEN HEARTH
FURNACE BUILDING. PHOTOGRAPHIC COVERAGE BETWEEN [REDACTED]
[REDACTED] REVEALED THAT THE OPEN HEARTH FURNACE BUILDING WAS COMPLETE AND

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GROUP 1
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ATTACHMENT TO L-1365
28 JULY 1966
PAGE 2

THAT A SMALL AMOUNT OF FURTHER CONSTRUCTION HAD TAKEN PLACE ON THE ROLLING MILL.

25X1 [REDACTED] THE PLANT APPEARED OPERATIONAL WITH THE EXCEPTION

25X1 OF THE ROLLING MILL AND THE OPEN HEARTH FURNACE BUILDING, WHICH
25X1 ALTHOUGH COMPLETE AS OF [REDACTED], HAD NOT BEEN OBSERVED IN
OPERATION. THE OPEN FABRICATION YARD WAS PRODUCING STRUCTURAL STEEL
MEMBERS AND STORAGE TANKS. THUS, THE PLANT WAS UNDOUBTEDLY RECEIVING
SEMIFINISHED STEEL AND CARRYING ON THE SAME ACTIVITIES AS IT WILL
WHEN COMPLETED.

4. MISSION READOUT:

25X1 [REDACTED] REVEALS THE FABRICATION AREA OF THE THAI
NGUYEN IRON AND STEEL COMBINE ENGAGED IN THE PRODUCTION OF POL DRUMS,
STEEL BARGES, AND BRIDGE TRUSSES. ALSO OBSERVED ARE THE ADMINISTRATION
AREA, THE SINTERING PLANT AND A STORAGE AREA. CONSTRUCTION ACTIVITY
25X1 AND EQUIPMENT AND NUMEROUS RAIL CARS ARE NOTED THROUGHOUT THE FACILITY.
SEVERAL RAIL SPURS SERVING THE COMBINE ARE OBSERVED TO BE DUAL GAUGE.

[REDACTED]

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